

25X1A
ORIG: [REDACTED]
UNIT: [REDACTED] / DEA
EXT: [REDACTED]
DATE: 17 AUGUST 1961

Approved For Release 2009/10/27 : CIA-RDP66B00664R000200010030-5NG

TOP SECRET

1 DPD/SPB 4 DPD/CC
2 DPD/SPB 5 DPD/RI
3 DPD/SPB 6

25X1A
TO: [REDACTED]

FROM: DIRECTOR

CONF: DPD (1-2-3-4-5-6-7-8-9-10)

INFO: S/C (11)

DL

PRIORITY ROUTINE	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

25X1A TOR 1535Z 17 AUG 61

OUT98305

INFO

CITE

3020

25X1A TO OPIM [REDACTED]

25X1A [REDACTED]

25X1A THE FOLLOWING INFO RECEIVED FROM [REDACTED] IS FORWARDED FYI AND

25X1A NEC ACTION ON REDEPLOYMENT STAGING AT [REDACTED]

"1. CAREFUL EVALUATION OF RECENT PROBLEMS ASSOCIATED WITH FLAP MALFUNCTIONS INDICATES THAT THE CAUSE MAY BE ASSOCIATED PRIMARILY WITH TURNAROUND SORTIES AND IS RESULTING FROM HEAVY ACCUMULATION OF MOISTURE DURING DESCENT AND LANDING FROM FIRST SORTIE WHICH FREEZES AFTER ARTICLE CLIMBS ABOVE FREEZING LEVEL ON NEXT SORTIE.

2. FLAPS WOULD NOT FUNCTION IN GUST POSITION ON ARTICLE 358

25X1A ON ARRIVAL [REDACTED] IMMEDIATELY AFTER LANDING FLAPS STILL WOULD NOT OPERATE IN GUST, HOWEVER AFTER A BRIEF PERIOD OF TIME, OPN WAS NORMAL AND INSPECTION REVEALED A VERY HEAVY ACCUMULATION OF MOISTURE IN THE FLAP AREA.

COORDINATING OFFICERS

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RELEASING OFFICER

AUTHENTICATING OFFICER

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CLASSIFIED MESSAGE

Approved For Release 2002/10/24 : CIA-RDP66B00664R00020001003019

TOP SECRET
TOP SECRETORIG :
UNIT :
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DATE :TO :
FROM :
CONF :
INFO : PAGE TWO

ROUTING			
1	4	5	6
2			
3			
PRIORITY ROUTINE	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO INFO CITE
 3. ON FUTURE NIMBUS SORTIES THE EIGHT WING FLAP JACK SCREWS
 ON EACH FLAP SHOULD BE CAREFULLY INSPECTED AFTER LANDING AT
 25X1A [REDACTED] AND THOROUGHLY DRIED WITH HOT BLOWN AIR IF AVAILABLE OR
 AT LEAST WIPED DOWN PRIOR TO TAKE OFF.

25X1A 4. SIMILAR PRECAUTIONS WILL BE TAKEN ON ALL [REDACTED] SORTIES
 DUE TO THE PRESENCE OF HIGH HUMIDITY.

5. THIS PROBLEM IS BELIEVED TO BE ASSOCIATED PRIMARILY WITH
 C MODEL ACFT BECAUSE THE FLAP DRIVES AT APPROX HALF THE SPEED
 AS ON THE A MODEL ACFT, IN THE GUST POSITION, HOWEVER THE SAME
 PRECAUSTIONS SHOULD BE TAKEN WITH A MODEL ACFT TO MINIMIZE THE
 POSSIBILITY OF A FLAP MALFUNCTION ON TURN AROUND SORTIES."

END OF MESSAGE

25X1A
25X1Afor [REDACTED]
DPD/C/SPB

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[REDACTED]
DPD/SPB/C/IDEA

AUTHENTICATING OFFICER

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